

PROJECT HISTORY

Council ordered preparation of a feasibility report on January 17, 2012 based on a recommendation from City staff. This project proposes reconstruction of existing collector streets in the south central part of the City. These streets were originally built between 1974 and 1984 so they are 28 to 38 years old and are in poor condition. It is proposed to reconstruct these 2.0 miles of roadway in 2012.

PROJECT AREA CHARACTERISTICS

Hanson Boulevard, 99th Avenue, and Egret Boulevard are City State Aid collector streets that exist south of Mississippi Boulevard on the west end and south of Coon Rapids Boulevard on the east end. These streets are in very poor condition due to potholes and severe cracking. These streets were built in 1974 and are 38 years old. Traffic volumes are fairly low for a collector street—1,800 vehicles per day (on Egret Blvd). Concrete sidewalk exists on the east side of Egret Boulevard, providing for ped access to Coon Rapids Dam Regional Park. The sidewalk is in fairly good condition but some sections may need replacing. The County recently repaved the entrance and the parking lot at the Dam so the City work will provide a new paved surface to the regional park in this neighborhood area. These streets have several driveway access points from adjacent properties—30 single-family homes and one apartment building. The street on Hanson Boulevard and 99th Avenue is 36 feet wide and the street on Egret Boulevard is 44 feet wide compared to a normal 30-foot wide residential street. The length of these streets is 1.2 miles.

99th Avenue, west of Foley Boulevard, is a City State Aid collector street. This street is in very poor condition and is due to be repaved. This street was milled and overlaid in 1995, 17 years ago. A traffic signal exists at Foley Boulevard. Traffic volumes are high on the east end with 10,800 vehicles per day. The west end has more normal traffic—3,000 VPD. Concrete sidewalk exists on the south side of the street and on the easterly block on the north side of the street adjacent to the commercial area. Some existing sidewalk may need minor repair work. These streets have few access points—only one apartment site and a few homes on the north side. Commercial sites, west of Foley Boulevard, have access to 99th Avenue via a common private drive. The length of 99th Avenue is 0.6 miles. Woodcrest Drive is a collector street that intersects 99th Avenue on the north side. Woodcrest Drive is proposed for reconstruction, possibly in 2013. Coon Rapids Boulevard Extension is a City collector street that intersects 99th Avenue at the west end of 99th. This street is in poor condition and the City is planning to resurface this street in 2012 under the "Large Patching" contract—Project 12-13.

Springbrook Drive, south of Holly Street, is a City State Aid Collector street. This street is in poor condition and is due to be repaved. The street was first built in 1984 so it is 28 years old. The first block of Springbrook Drive is being left out of this project as the County has plans to upgrade this part of the road in 2013 as part of an intersection improvement at Coon Rapids Boulevard. Traffic volumes are high on this street—12,000 vehicles per day. Sidewalk exists on both sides of the street south of the project area and north of the project area. This street has few access points. There are a few medical offices in this area that have access to the street. There are no homes in this commercial district. The length of street to be improved is 0.2 miles.

ENVIRONMENTAL

This project will have no effect on the environment. The road width is not changing except to widen slightly for a right-turn lane on 99th Avenue, west of Foley Boulevard.

PROPOSED IMPROVEMENTS

The project consists of replacing existing concrete curb that is in poor condition, reclaiming the existing street surfacing, and then repaving a new bituminous surface to a standard 9-ton design meeting State Aid standards. The length of the street to be repaved is 2.0 miles. State Aid standards require that existing pedestrian curb ramps at all intersections be replaced with ramps that have truncated domes to meet ADA requirements. New concrete sidewalk is being proposed along both sides of Springbrook Drive to connect existing sidewalks at either end of the project area. On 99th Avenue, west of Foley Boulevard, it is proposed to construct right-turn lanes for westbound traffic turning north onto the private commercial access road and also for westbound traffic turning north onto Woodcrest Drive. This north side of the street would be widened 3 feet to provide for the turn lanes.

ADJACENT PROPERTY

There are 40 adjacent properties that are proposed to be assessed for this street improvement per the City's assessment policy for street reconstruction. These properties consist of 30 homes, 2 apartment buildings, one City park, and 7 commercial sites. All adjacent property owners have been notified of the proposed construction and will be notified again prior to the actual construction taking place. Traffic may be limited to using one-half of the street during construction. The streets are wide enough to maintain traffic at all times. Access will always remain open to residents and businesses.

EASEMENTS REQUIRED

Easements are needed from the owners along Springbrook Drive to allow for construction of the proposed new sidewalk.

MAINTENANCE IMPACT

Reconstruction of these streets will reduce the amount of time spent and cost of maintaining the road surface that is in poor condition.

ESTIMATED COSTS

The estimated cost of this project is \$1,300,000. The City proposes to assess \$159,601.14 . The balance would be paid from State Aid funds.

FINANCE

The City would finance the cost until State Aid funding is received and all assessments have been paid. Assessments will be made over a 10-year period. State Aid funds are available in the City's account because the City applied for an "Advance" of State Aid funds in the amount of \$2.34M. This "Advance" allows the City to use State funds this year to complete more work rather than waiting for new funding next year. There are no interest charges for use of this money. The City will request an "Advance" later this year for next year so that more streets can be repaved in 2013. Over the next few years, the City would request less "advance" funds and get the funding back to normal. The plan is to continue to improve streets each year and into the future, but less funding will be available for the next few years to make up for this year's larger "advance" amount.

PROJECT TIMETABLE

The estimated time schedule for this project is –

February 21, 2012	--Council orders public hearing and assessment hearing
March 20, 2012	--Council holds public hearing and assessment hearing and orders the project
April 3, 2012	--Council approves plans and orders ad for bids
May 15, 2012	--Council awards a contract for construction and assesses benefiting properties
Early-June, 2012	--Construction begins
September, 2012	--Construction completed

PROPOSED ASSESSMENTS

The City's policy for street reconstruction provides for assessment to properties that have direct access to the street. The assessment rate is set at \$1,575 per lot for single family homes. Apartment sites are assessed at a rate of \$19.69 per foot of frontage or average width. Commercial properties are assessed at a rate of \$39.38 per foot (twice the residential rate per policy). Assessments are spread over a 10-year period with interest rate of 3.1%. Assessments would begin in 2013. Property owners would have the option to pay off the assessment within 30 days after Council adopts the assessment to avoid paying any interest charges.

PROJECT FEASIBILITY

The project is necessary to keep the City's streets in reasonable condition. The project is cost effective with use of State Aid funding and assessments. The project is feasible to construct.

CONCLUSION AND RECOMMENDATION

The City is proposing to reconstruct several collector streets in 2012. The City is proposing to assess 40 parcels that have direct access to the street for these street improvements per City policy. These owners were notified of the project and assessment in December, 2011. A public hearing is needed before Council can order the project.

It is recommended that Council order a public hearing and assessment hearing for March 20th.